

her treaty engagements. Up to the time of the China-Japan war in 1894 England might have enforced the policy of the open door in China, not by using threats at Peking, which was not done, but by warning other Powers of the recent events elsewhere, that an encroachment would be regarded as an unfriendly act. Now he feared it was too late, and that spheres of influence were being created which would be transformed into spheres of action and authority, the leases that had been acquired being converted intoessions of the leased territory. England therefore had no choice but to let the new colonies be as they were, and it had suggested to him only the previous day that there was no necessary contradiction between spheres of influence and the open door. In England the door was open to all and foreigners could enter by land, open mines, or engage in any form of industry. It might be said that Powers that acquired territory in China would keep the door open. It was his opinion that England, but very much doubted it. He also expressed the opinion that the creation of spheres of influence presaged the disruption of the empire.

The lecture was listened to with the keenest interest by the large audience.

Mr. GIBSON STEPHEN proposed a vote of thanks to Mr. Bell.

The CHINAMAN, in supporting the motion, said he believed that under Lord Salisbury the foreign policy of England had been conducted on principles of right and justice and that when we were considering our interests in the Far East we must remember that the home government had a very wide horizon to scan.

He thought that every one who had heard Mr. Finch's lecture would feel that he was much better informed on the subject than before.

Mr. FRANCIS acknowledged the vote, and proposed a vote of thanks to the Chairman, which was heartily accorded, and the meeting terminated.

SHIPPING REPORTS.

The British steamer *Socorro*, from Kobe 8th Feb., had fine weather throughout.

The British steamer *Chusan*, from Saigon 7th Feb., had fresh N.E. monsoon with moderate sea and clear weather.

The Austrian steamer *Trieste*, from Trieste 29th Dec., and Singapore 7th Feb., had strong N.E. wind from the north-east.

The British steamer *Macau*, from Shanghai 9th Feb., had calm to Dusong, fresh winds in Formosa Channel, N.E. moderate to port.

The British steamer *Australis*, from Kobe 7th Feb., experienced fine weather with strong S.W. wind to about 33° N.; from thence to port strong monsoon and high seas.

GOOD SALESMAN WANTED for store, some experience, \$150 to commence. Apply to

Cave of Office of this Paper. Hongkong, 27th January, 1890. [230]

NEW AMOY DOCK CO. LIMITED.

WANTED a Qualified Person to fill the position of MANAGER to the above Company, dating from the 1st March, 1890. Apply to the undersigned Curator of Testimonials, etc., to the General Manager, Amoy. Amy, 10th January, 1890. [281]

WANTED Agent First Class References in Hongkong and Shanghai for a small firm of Iron Merchants of Cheshire (Belgium) importing silk, nail rods, Iron and Steel Bars, Plates, etc., suitable for China. J. Keen & Co., Ltd., Cannon Street, London. [403]

WANTED A SMART YOUTH as Clerk and Typewriter. Apply to

"IRON," Cave of Hongkong Daily Press Office. Hongkong, 8th February, 1890. [421]

NOTICE TO MARINERS.

NO. 91 (SPECIAL). CHINA SEA.

SHANGHAI DISTRICT. SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

INTENDED CHANGE OF POSITION OF THE KIUTUNG LIGHT-VESSEL, &c.

NOTICE is hereby given that, in consequence of the siting up of the present Channel over the Kiutung Flats, the Kiutung Light-vessel will, on or about the 21st instant, be shifted to mark the Channel over the Ferry.

Her position approximately will be: House Island Beacon bearing N. 32° E., distant 3.8 miles.

The Middle Ground Upper Buoy will be shifted to mark the North-western extremity of the Middle Ground.

The Blockhead Sheal Buoy will be discontinued.

The newly formed Channel immediately to the North of the Middle Ground will be buoyed.

DIRECTIONS. The following directions, which should then be followed by inward bound vessels, are given provisionally.

After passing the Tungshin Light-vessel steer N.E. by compass with that light vessel astern until the Eldest Light-vessel board N. 32° E. When across the Ferry Flats with "Kiutung," ahead on that bearing (N. 23° W.) when within half a mile of the "Kiutung," steer to pass her on your port hand at a distance of two cables.

A N. 42° W. course with the "Kiutung" astern will then be a mid-channel course as far as the North-east Knob Buoy.

Follow the same general directions, the least depth of water on the Ferry Flats is 15 feet of Low Water of Spring Tide.

All bearings and courses given are magnetic.

CAUTION.—The existence of the wreck of the Fairy renders it inadvisable to take a more northerly course over the Fairy Flats than that recommended above.

The present Channel to the northward of the Kiutung will be available for 13 feet of water at Low Water of Spring Tide.

Owing to the transitional state of this neighbourhood, and the rapid changes that are now taking place, the above intended alterations should be looked upon as temporary only.

W. FERD. TYLER,
Acting Coast Inspector.
IMPERIAL MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 6th February, 1890. [436]

PERSEVERANCE LODGE OF HONGKONG, NO. 1165.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the Freemasonry Hall on THURSDAY, the 16th February, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 30th February, 1890. [435]

NOTICES OF FIRMS

NOTICE. THE Interest and Responsibility of Mr. K. D. ADAMS in our Firm ceased from 31st May, 1890.

Mr. JOHN NAISMITH is this Day authorized to Sign by procuratum.

HERBERT DENT & CO. Canton, 1st February, 1890. [436]

NOTICE.

WE the Undersigned, have been appointed by Mr. JAMES FUJIKAWA, of Tokio in his Sole Agents for the "KATSUMO" oil from his famous mine, the "SHAKANO" the "KATSUNO," and the "SHIMONOVAMATA" Coal Mine.

TANIGUCHI, KATO & CO., of Moji.

Hongkong, 13th February, 1890. [440]

NOTICE.

WE the Undersigned, have This Day OPENED a Branch Office at No. 22, QUEEN'S ROAD CENTRAL, this port and have authorized Mr. LUK KING-NAM to Sign for our firm for procuratum and further notice.

TANIGUCHI, KATO & CO., of Moji.

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INFORMATIONS.

LANE, CRAWFORD & CO.,
20 YEARS SOLE AGENTS FOR THE
PIANOS

COLLARD & COLLARD.

DR. KNORR'S
ANTI-PYRINE

Patented
"LION BRAND."

In Powder and Crystals, also in Drops of Granules,
easily soluble in Water, Wine, &c.

FEVER, RHUMATIC & NEURALGIC
AFFECTIONS
NERVOUS AFFECTIONS.

ARGONIN.
(REGISTERED TRADE MARK.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhœa in 1 to 2 per cent. solution
to keep the door open.

The CHINAMAN, in supporting the motion, said he believed that under Lord Salisbury the foreign policy of England had been conducted on principles of right and justice and that when we were considering our interests in the Far East we must remember that the home government had a very wide horizon to scan.

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VESSELS ON THE BERTH.
NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

OREGON RAILROAD AND NAVIGATION CO.

FOR PORTLAND, OREGON
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.Proposed
Sailing.Steamer Tons Captain Proposed
Sailing.

VICTORIA 3,602 J. Paxton Feb. 14 MONSIEUR 2,874 W. A. Evans Feb. 18

TACOMA 3,811 A. Dixon Feb. 25 LEONARD 2,747 C. Williamson March 15

COLUMBIA 3,750 J. McGillivray April 1 MONTGOMERY 2,874 W. A. Evans May 6

OLYMPIA 2,837 J. Truebridge * Calling at HONGKONG and not calling at SHANGHAI.

The attention of passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and STEWARDES carried.
Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 223.

The best route to the KIOWAKE GOLD FIELDS. Frequent Sailings from VICTORIA
TACOMA and PORTLAND to DICK and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Consular Invoices of Goods for United States Posts should be in quadruplicate, and one copy
must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific
Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon
Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to
sailing.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED
General Agents.

Hongkong, 2nd February, 1893.

NOETH GERMAN LLOYD HAMBURG AMERICA LINE
(FREIGHT SERVICES).(Taking Cargo at through routes to AMSTERDAM, ROTTERDAM, LISBON, LONDON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS OF THE IBERIAN, BLACK SEA,
AND BALIKO PORTS; NORTH AND SOUTH AMERICAN PORTS).**PROJECTED SAILINGS FROM HONGKONG.**SUBJECT TO ALTERATION.
DESTINATION SAILING DATES.

STEAMERS.

• a.s. JERBA ... HARVE, HAMBURG/BREMEN ... About 10th Freight.

Capt. Obermann ... (London with transhipment in Hamburg) ... March.

• a.s. SILESIA ... HARVE, HAMBURG/BREMEN ... About 15th Freight or Passage.

Capt. Behrens ... (London with transhipment in Hamburg) ... March.

• a.s. SUEVIA ... HARVE, HAMBURG/BREMEN ... About 22nd Freight.

Capt. Foerster ... (London with transhipment in Hamburg) ... March.

• a.s. WITTENBERG ... HARVE, HAMBURG/BREMEN ... About 30th Freight.

Capt. Maden ... (London with transhipment in Hamburg) ... March.

• a.s. NURNBERG ... HARVE, HAMBURG/BREMEN ... About 8th Freight.

Capt. V. Binsz ... (London with transhipment in Hamburg) ... April.

* These steamers have superior accommodation for Passengers and carry a Doctor and a
Stewardess.

Calling at Naples for passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 13th February, 1893.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE; VIA CANADA
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships - 6,000 Tons - 10,000 Horse-Power - Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.E. ... WEDNESDAY, 15th Feb., 1893

EMPEROR OF JAPAN ... Comdr. G. A. Lea, R.N.E. ... WEDNESDAY, 15th Mar., 1893

EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.E. ... WEDNESDAY, 5th April, 1893

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make three stops in the Trans-Pacific journey and
COUVER in 12 days, saving THREE DAYS' TIME in the TRANS-CONTINENTAL TRAINS
make connection Vancouver with the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close
connection is made Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic
Lines, which passengers to Great Britain and the Continent are given choice of.The Route Hooked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japanese Government.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS
(Trans-Canada having received the highest award for same at recent Chicago World's
Exhibit, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CAES AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 13th February, 1893.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHAL, FORMOSA ... 4 P.M., 14th Freight or Passage (Pass-
NAGASAKI & KOBE ... 1. A. G. Cubitt, R.N.E.) ... February 14th through the Inland Sea)

LONDON ... (SOCIETY ... 1. T. H. Hida, R.N.E.) ... Noon, 15th Freight

LONDON, &c. ... (BALLAART ... 1. C. W. Field, R.N.E.) ... Noon, 18th See Special Advertisement.

YOKOHAMA VIA NA. ROKKIA ... 4 P.M., 18th Freight or Passage (Pass-
GASAKI & KOBE ... 1. S. D. B. Lockyer, R.N.E.) ... February 14th through the Inland Sea)

SHANGHAI ... (TANAHATA ... 1. C. E. Preston, R.N.E.) ... About 18th Freight or Passage.

For Further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th February, 1893.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

YOKOHAMA VIA SHAL, FORMOSA ... TUESDAY, 14th February, 1893 Freight or Passage (Pass-

NAGASAKI & KOBE ... 1. R. J. Tod, R.N.E.) ... At Noon.

KOBÉ & YOKOHAMA ... THURSDAY, 16th February, 1893 At 4 P.M.

MARBELLLES, LONDON, &c. ... THURSDAY, 16th February, 1893 At 4 P.M.

COLOMBO, AND PORT SAID ... THURSDAY, 16th February, 1893 At 4 P.M.

SHANGHAI, CHEMULFO ... FRIDAY, 17th February, 1893 At 4 P.M.

SINGAPORE, COLOMBO, AND BOMBAY ... TUESDAY, 21st February, 1893 At Noon.

THURSDAY ISLAND, TOWNSVILLE, SYDNEY, AND MELBOURNE ... FRIDAY, 24th February, 1893 At 4 P.M.

MARBELLLES, LONDON, &c. ... THURSDAY, 24th February, 1893 At 4 P.M.

COLOMBO, AND PORT SAID ... THURSDAY, 24th February, 1893 At 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.For further information as to Freight, Passage, Sailings, etc., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th February, 1893.

VESSELS ADVERTISED AS LOADING.

VESSEL'S NAME. FLAG & RIG. CAPTAIN. FOR FREIGHT APPLIED TO.

TO BE DISPATCHED.

LONDON VIA SUEZ CANAL ... SOOTRA ... Bell, str. Hill, R.N.E. P. & O. S. N. Co.

LONDON VIA SUEZ CANAL ... GHANAK ... Bell, str. Dickson & Swire, Co.

LONDON VIA STRAITS, &c. ... GHANAK ... Bell, str. Gord, Co.

BREMEN VIA PORTS OF GERMANY ... GHANAK ... Bell, str. Gord, Co.

HAVRE, HAMBURG/BREMEN ... GHANAK ... Bell, str. Gord, Co.

HAMBURG/BREMEN ... GHANAK ... Bell, str. Gord, Co.</div